55-1520-237-PMS-1

This copy is a reprint which includes current pages from Changes 1 and 2.

TECHNICAL MANUAL
PREVENTIVE MAINTENANCE SERVICES
10 HOUR / 14 DAY INSPECTION CHECKLIST
UH-60A and EH-60A HELICOPTERS

"Approved for public release; distribution is unlimited."

This publication supersedes (TM 55-1520-237-PMS-1) dated 29 December 1978

D 101.11:

HEADQUARTERS DEPARTMENT OF THE ARMY

14 July 1988

AREA NO. 1	AREA NO. 2	AREA NO. 3	AREA NO. 4	AREA NO. 5	AREA NO. 6

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TM 55-1520-237-PMS-1
C 2

CHANGE
NO. 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 18 September 1989

Technical Manual
PREVENTIVE MAINTENANCE SERVICES
10 HOUR/14 DAY INSPECTION CHECKLIST
UH-60A and EH-60A HELICOPTERS

TM 55-1520-237-PMS-1, 14 July 1988, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove Pages	Insert Pages
7 through 10	7 through 10
13 and 14	13 and 14
---	14.1/14.2
15 and 16	15 and 16
16.1/16.2	16.1/16.2
---	22.1/22.2
23 and 24	23 and 24

2. Retain this sheet in front of manual for reference purposes.

TM 55-1520-237-PMS-1
C2

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:

WILLIAM J. MEEHAN II
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31, PM Maintenance requirements for UH-60A Helicopter, Utility (BLACKHAWK) and EH-60A Helicopter, Electronic Countermeasure.

TM 55-1520-237-PMS-1
C 1

CHANGE NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 12 November 1988

Technical Manual
PREVENTIVE MAINTENANCE SERVICES
10 HOUR/14 DAY INSPECTION CHECKLIST
UH-60A and EH-60A HELICOPTERS

TM 55-1520-237-PMS-1, 29 December 1978, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
3 and 4	3 and 4
13 and 14	13 and 14
- - -	16.1/16.2
17 and 18	17 and 18

2. Retain this sheet in front of manual for reference purposes.

TM 55-1520-237-PMS-1
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GENERAL INFORMATION AND SCOPE

1. Inspection Requirements. This manual contains complete requirements for 10 hour/14 day inspection for UH-60A and EH-60A helicopters. It does not have instructions for repair, adjustment, or other means of correcting conditions, nor does it have troubleshooting instructions, to find causes for malfunctioning. Specific tolerances, limits, etc., can be found in the proper maintenance manuals. Use of the Maintenance Task Matrix or Table of Contents in the proper manuals will aid in finding the required information.

2. Scope. The inspection prescribed by this manual will be done at specified periods by aviation unit maintenance activities.

3. Definition. A 10 hour/14 day inspection is done every 10 flight hours or every 14 days, whichever comes first. The 10 flight hour inspection interval may be extended, if necessary, to complete the day's mission. This means the inspection need not interrupt the mission on the day the 10 hour inspection becomes due. After such extension, the 10 hour/14 day inspection must be completed before starting the next day's flight. The 14 day interval is a full two weeks. That is, if a 14 day inspection is done on a Tuesday, the next 14 day inspection will not be due until Tuesday two weeks later. Helicopters that are down for Not Mission Capability Due To Supply (NMCS) and/or Not Mission Capability Due To Maintenance (NMCM) are deferred from the 10 hour/14 day inspection until the helicopter is returned to flyable status. When the NMCS and/or NMCM condition is cleared from the helicopter that has been deferred, a 10 hour/14 day inspection must be done before first flight. It is the Maintenance Officer's responsibility to determine those inspections necessary during NMCS and/or NMCM to preserve the helicopter. Maintenance situations and climates vary too much to permit a definition of an adequate inspection of helicopters in NMCS and/or NMCM status.

4. General Information. a. The inspection requirements herein establish when certain equipment is to be inspected and what conditions are desired. The requirements must be followed, in order to make sure that damage is discovered and corrected before malfunctioning or serious trouble results.

In order to arrange inspection requirements as nearly as possible according to the manner in which work will be done, the requirements in each area are divided into groups under area headings (Figure 1). An area title indicates a specific helicopter location which may include several systems or groups of related components within this given area. Refer to Army Regulations and Operator's Manual for personnel requirements and procedures for ground run and flight checking the helicopter.

b. The inspection intervals given are the maximum, do not go beyond them. When unusual local conditions such as environmental conditions, utilization, type of mission, experience of flight and maintenance personnel, periods of inactivity, etc.. dictate, it is the prerogative and responsibility of the Maintenance Officer to increase the scope and/or frequency of maintenance or inspections as necessary for safe operation.

c. This manual is for all UH-60A and EH-60A helicopters and may therefore contain inspection requirements for specific equipment not installed on individual helicopters. When this situation is met, those requirements that are not applicable should be disregarded.

d. DA Form 2408-13 (Aircraft Inspection and Maintenance Record) will be used to record all deficiencies or shortcomings discovered during the 10 hour/14 day inspection.

e. A 1-inch space following each area of inspection is provided to allow insertion of special inspection items resulting from TBs, MWOs, etc., and local command inspection items.

f. REQUESTS FOR ENGINEERING AUTHORIZATION. All requests for engineering authorization, when required by this manual, will be forwarded to Commander, US Army Aviation Systems Command, ATTN: AMSAV-ME, 4300 Goodfellow Boulevard, St. Louis, Missouri 63120-1798. Urgent requests shall be clearly identified to insure priority handling and response. The requests shall include detailed information on the problem, e.g., sketches, photographs, dimensional data, etc., to assist in the evaluation and prompt reply.

g. REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS. You can help improve this manual. If you find any mistake or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) direct to Commander, US Army Aviation Systems Command, ATTN: AMSAV-MPSD, 4300 Goodfellow Boulevard, St. Louis, Missouri 63120-1798. A reply will be furnished to you.

5. Inspection Areas. Inspection areas will be as shown in Figure 1.

6. Some UH-60A helicopters have wires that are Kapton-insulated. The outer jacket of this type wire is dark yellow and provides a surface for wire identification. Under the dark-yellow jacket is the copper-colored Kapton insulation. Beneath the insulation is the silver-coated electrical wire. If the outer jacket wears or peels, the copper-colored insulation may become visible. Exposure of copper-colored insulation is not a failure. Wire repair/replacement is required only if the insulation is damaged and/or the electrical wire is exposed.

AREA NO. 1: Cockpit Section	All surfaces, material, components, and equipment inside and outside of the cockpit and electronics compartment, and extending rear to manufacturing break point at fuselage STA 247.
AREA NO. 2: Fuselage Cabin Section	All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 247 to STA 379 (includes but not limited to main landing gear).
AREA NO. 3: Fuselage Transition Section	All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 379 to 485.
AREA NO. 4: Fuselage Rear Section	All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 485 to 648.
AREA NO. 5: Tail Pylon Section	All surfaces, material, components, and equipment inside and outside rear of STA 648 (includes but not limited to horizontal stabiliator, tail rotor and blades, tail gear box, and intermediate gear box).
AREA NO. 6: Main Rotor Pylon	All surfaces, material, components, and equipment inside and outside, above cabin section (includes but not limited to main transmission, main rotor head, main rotor blades, and engines).

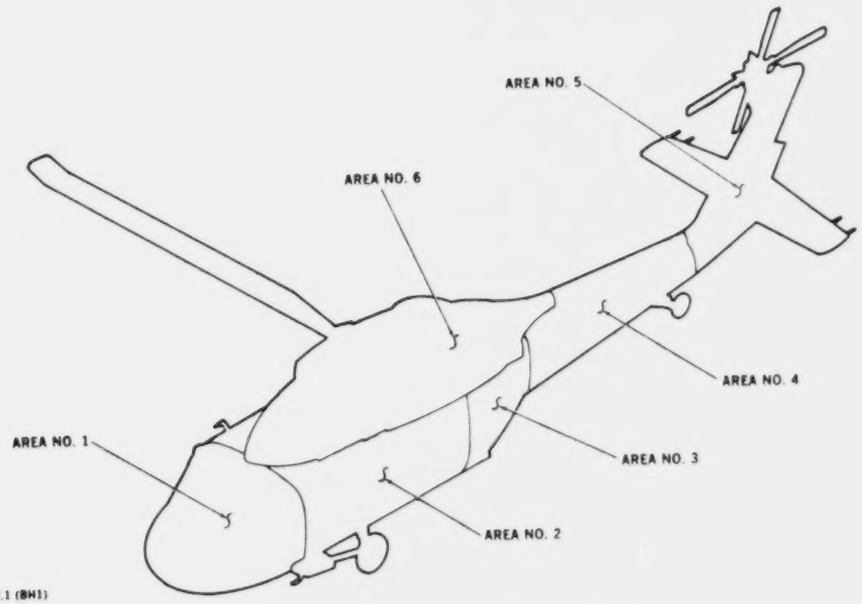
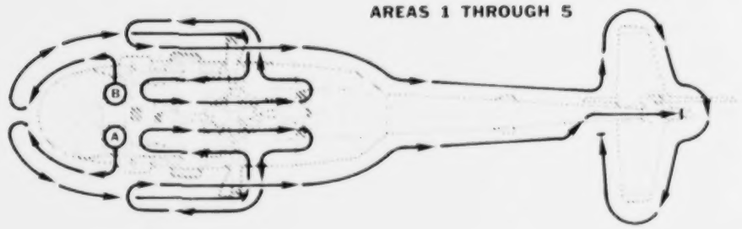


Figure 1. Area Diagram (Sheet 1 of 2)



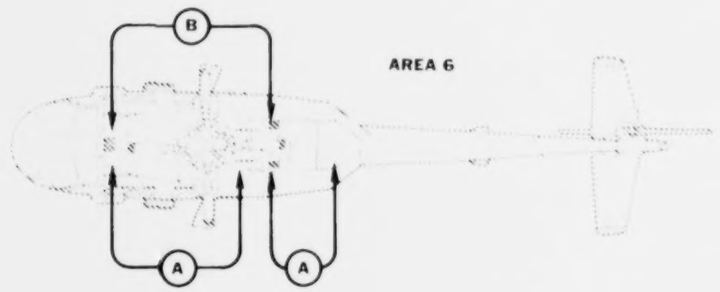


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Figure 1. Area Diagram (Sheet 2 of 2)

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	NOTE • A 10 hour/14 day inspection is normally done by two Tactical Transport Helicopter Repairers, MOS 67T. The two MOS 67Ts are called A and B. Each inspection item is to be done by either mechanic A or mechanic B as called out opposite the inspection procedure. Where both A and B are called for in the same procedure, A should do the inspection on the left side of the helicopter and B should do it on the right side. If only one MOS 67T is available, he can do all 10 hour/14 day inspections. • Before starting this inspection, review aircraft forms and records for discrepancies (DA PAM 738-751).			
	• Review lubrication requirements in TM 55-1520-237-23-4.			
	COCKPIT SECTION			
1.1	Check pilot's and copilot's step assemblies for cracks, corrosion, and missing hardware. Check for burn marks (evidence of lightning strikes). Observe entire cockpit interior for general cleanness and for evidence of oil leakage from ceiling. Check structure for cracks. Check jettison mechanism for security. Check windshield panels for scratches or cracks.	0.04	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
1.2	Check pilot's, copilot's and EH mission operators seat for damage, security, positive movement, and locking in all positions. Check safety belts and shoulder harness for corrosion, cuts, fraying, and security. Check inertia reel for damage, security, and positive locking and unlocking.	0.01	A	B
1.3	Inspect right and left side of instrument panel, upper console, lower console, and circuit breaker panels. All fasteners must be secure. All lettering on switches and circuit breakers should be readable. Check FAT gauge(es) and standby compass for security and general condition. Check components and controls for general condition. Inspect engine control quadrant for general condition. Check that No. 1 and No. 2 ENG POWER CONTROL and No. 1 and No. 2 ENG FUEL SYS levers are shut off and that #1 and #2 ENG EMER OFF T-handles are fully forward.	0.01	A	B
1.4	Inspect pilot's and copilot's collective and cyclic sticks for general condition. Check boots at base of sticks for loose fit, cracks, splitting, or damage. Make sure that there are no openings through which foreign objects may enter flight control linkage area below. Inspect both grips for cracks, loose switches, and check that all lettering is readable. Inspect pilot's and copilot's yaw control pedals for dirt or mud accumulation. Check boots at base of pedals for loose fit, cracks, splitting, or damage. Make sure that there are no openings through which foreign objects may enter flight control linkage area below. Check master brake cylinders for obvious leakage.	0.01	A	B

FOD REMINDER
Check work area for tools and parts
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Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
1.5	Open nose door. In avionics compartment and avionics compartment door, inspect avionics components, electrical connectors, and wiring for excessive wear, security and obvious damage. Check nose door for damage and seal for cleanness and any deterioration. Close door and check for positive latching. Secure both latches.	0.02		B
1.6	Inspect cockpit skin for corrosion, dents, cracks, and missing rivets. Inspect wire strike guides for security, damage, and corrosion. Inspect windshield wiper arms for security, wear, cracks, and deterioration. Under cockpit inspect antennas (radar altimeter, EH ALQ-156, EH ALQ-162, and UHF-FM No. 2/UHF-AM/ADF sense antennas) for cracks, dents, cleanness, and missing attachment hardware. Also look for burn marks (evidence of lightning strikes). Inspect controllable spot-	0.02		B
	light and landing light for lens damage. Check that lights are stowed properly. Inspect AN/APR 39 antenna for security, dents, scratches, cracks, and cleanness.			
	CABIN SECTION			
2.1	Open troop/cargo doors. Check jettison mechanism for damage and proper position. Inspect upper and lower tracks for presence of eight wear strips each. Visually check for wear and damage. Inspect cabin interior for cleanness. Inspect soundproofing for security and cracks. Make sure all flyaway equipment is secured.	0.02	A	B
2.2	Open and close gunners' windows. Check for smooth operation and secure closure. If gun mounts and ammo boxes are installed, inspect for security, damage, and proper stowage. Check gunners' ICS cords and controls for damage.	0.01	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
2.3	Inspect troop, gunners' and EH observer seats for frayed or broken cables and for cleanness. Check floor and ceiling attachment points for security. Check seat belts and shoulder harness for corrosion, cuts, fraying, and security.	0.03	A	B
2.4	Check cabin floor for damage, such as buckling, corrosion, dents, cracks, or missing screws.	0.02	A	B
2.4.1	Check AN/ALQ-151 mission racks for equipment condition, security, and cleanness. Check cable tunnel covers for security.			
2.5	Check soundproofing panel hinges, fasteners for damage, and missing fasteners. Inspect left and right junction boxes and relay panels for obvious electrical arcing. Pay special attention to condition of current limiters (slow-blow fuses).	0.03	A	B
2.5.1	Check vibration absorbers for security and signs of bushing wear. Security of mounting bolts. Check tail rotor cables for wear, fraying, corrosion, and loose or missing plastic coating. Inspect pulleys for damage.			
2.6	If ESSS is installed, check fuel lines running in left and right cabin overhead for security, chafing, damage, or signs of leaks. Check for security of bonding jumpers, dummy receptacles, caps, and lanyards. Check electrical harnesses in cabin for proper connection, chafing, and security. Check backshells on connectors for damage. Check fuel management control panel on center console for damage, cleanness, and security.	0.01	A	B
2.6.1	If medevac is installed, check pedestal for condition and security. Check seat belts for condition, operations.			

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
2.7	Check cargo hook support structure for damage, corrosion, and cracks. Check cargo hook for positive latching. Check that hook is free to pivot from side to side. Check electrical connectors for security and damage.	0.01		B
2.8	Check gust lock access cover hinge and fasteners for damage and security. At rear of main transmission sump, check bypass indicator button on filter. A protruding indicator button indicates need for filter change. Check area for visible signs of transmission oil or hydraulic fluid leakage.	0.01		B
2.9	Check accumulator gage access cover hinge and fasteners for damage and security. Check APU accumulator for proper pressure. Check accumulator tape for correct percentage of fluid volume.	0.01	A	
2.10	If ESSS is installed, check flow sensor panel for security and leaks. Check fuel hoses, electrical harnesses, and bonding jumpers for proper connection, security, and chafing.	0.01		
2.11	Inspect battery. Check electrical connector, case mounting clamps, and cover for damage, proper position, and security. Check vent lines for damage, cleanness, corrosion, and obstructions.	0.01	A	
2.12	Check cockpit emergency axe for secure mounting. Check three first aid kits for security and proper installation of lead seals. Make sure two portable fire extinguishers are securely mounted and that serviceability tags are current (DD Form 1574). Check that lead seals are properly installed.	0.01	A	

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
2.13	Inspect main landing gear lower shock struts upper and lower stages for visible leakage, dirt, corrosion, and correct inflation. Examine drag beams for cracks and corrosion. Check wire cutters for security, damage, and corrosion. Check ground wire for security and contact with ground. Check drag beam switches for security and damage. Check drain lines for obstruction. Check brakes for wear. Check brake and visible brake lines for damage or leaks.	0.02	A	B
2.14	Visually inspect main wheels for missing or damaged hardware.	0.01	A	B
2.15	Inspect main wheel tires for wear, cuts, cracks, and proper pressure.	0.01	A	B
2.16	Examine cabin skin for corrosion, cracks, dents, and missing rivets. Check drain holes for obstruction. Check that external ICS connector covers are in place. Check external power receptacle for burned pins (right side only). Check cover for secure closure. Inspect antennas under cabin for cracks, dents, missing hardware, and cleanness. Check for evidence of lighting strikes.	0.02	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
2.17	If ESSS is installed, remove root fairings and vertical pylon support fairings. Check fuselage attachment fittings for security and cracks. Check all expandable pins for security. Make sure handle is securely snapped over end of pin, and that locking ring is fully visible and expanded. Check bonding jumpers for security and corrosion. Check electrical harnesses and connectors for security and chafing. Check breakaway lanyards for proper installation. Check fuel and pneumatic hoses for security, leaks, and signs of chafing. Check support struts for security, cracks, delaminations, and chipping. Check clevis locknuts for security. Check bonding jumpers for security and corrosion. Visually check upper and lower surfaces of horizontal stores support for cracks, chipping, or delaminations. Check leading and trailing edge fairings for cracks, dents, and damage. Check vertical stores pylons for security. Check ejector racks. Check that rear orifice is marked A. Check that locking pin on expandable bolts is securely snapped into tab, and that locking ring is fully visible and expanded. Check wiring harnesses and fuel and pneumatic lines for security, chafing, and signs of leakage. Check bonding jumpers for security and corrosion. Check fuel shutoff valves for security and leaks. Check fuel tanks, if installed, for proper installation, leaks, and damage. Install vertical pylon support fairings and root fairings.		A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	TRANSITION SECTION			
3.1	Check red fire extinguisher thermal discharge indicator for evidence of discharge. Inspect external air start connector on left side for security. Check flapper valve for free movement. Check access cover for secure closure. Inspect transition section skin for corrosion, cracks, dents, or missing rivets. Underneath helicopter, inspect drain line and vent line exit ports for obstruction. Check for water and contamination in both fuel tanks.	0.05	A	B
3.2	EH Inspect avionics access door and access panels for condition, damage, and security of latching.	0.01	A	B
3.2.1	EH Check security of ECS pallets. Check IINS, INU, and NPU shelves for condition and security. Check INU and NPU for security in mounts. Check IINS filter and cooling ducts. Check IINS battery for security and condition.			
3.3	Visually inspect exterior of sump drain access panels and surrounding area for signs of fuel leakage. Drain about 1 pint of fuel from both sump drains. Check fuel for contamination and water.	0.01	A	B
3.4	EH Inspect ALQ-156 antennas for cracks, dents, missing hardware, cleanness, and burn marks. Inspect ECM antenna actuator assembly for cracks, dents, missing fasteners, cleanness, and burn marks. Check ECM antenna mounting base for cracks and general security. Inspect IFF antenna for evidence of lightning strike and missing attachment screws.	0.02	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
	FUSELAGE REAR SECTION (TAIL CONE)			
4.1	Inspect tail landing gear yoke, fork, lockpin, actuator, and wheel for cleanness and damage. Check wire strike deflector for security and damage. Inspect tire for wear, cuts, cracks, and proper pressure. Inspect shock strut for visible leakage, dirt, corrosion, and obvious strut underinflation.	0.03		B
4.2	Check tail cone drive shaft sections and flexible couplings for damage. Inspect viscous damped bearing tube assemblies for evidence of fluid leakage. Inspect spherical washers on tail rotor drive shaft flexible couplings for corrosion. Inspect supports for cracks and distortion.	0.01	A	
	Inspect outer skin and external brackets in the area of supports for cracks, particularly in the area of the bend radii. Examine tail drive shaft covers for damage and missing fasteners.			
4.3	Inspect viscous damped bearing assembly for large amount of grease seepage. Inspect the bearing for discoloration, lubricant loss, or evidence of overheating. Check first three tail rotor drive shaft spline couplings for presence of red oxide (brick-red dust)	0.02	A	B
	NOTE			
	A small amount of grease may seep from the bearing seals. This is not cause for replacement.			

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
4.4	Inspect tail cone skin for corrosion, dents, cracks, and missing rivets. Check drain hole for obstruction. Inspect tail cone anticollision light for security. Check lens for cracks, breakage, and cleanness. Inspect VOR/LOC antennas for general condition. Inspect DF antennas and standoffs for looseness.	0.02	A	B
4.4.1	EH Check dipole antenna for security, dents, scratches, cracks, and cleanness. Check AN/APR-39 antenna for security, dents, scratches, cracks, and cleanness.			

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	TAIL PYLON			
5.1	Inspect intermediate gear box and mounting area for cracks, dents, nicks, corrosion, and security. Check gear box seals for oil leakage. Check oil level through sight gage for proper level while lightly shaking pylon. Check chip detector electrical connector for security. Check lower pylon drive shaft flange and flexible coupling for damage and security. Install fairing.	0.01		B
5.2	Inspect stabilator assembly for cracks, corrosion, dents, and missing rivets. Inspect stabilator hinge fittings for interferences (chafing) between pylon and stabilator fitting, disbonding of isolator, and disbonding between mating surface of bearing and fitting. Inspect internal center section of stabilator for any obvious damage or deformation. Check stabilator and actuator attachment points for cracks, corrosion, security, and play. Check limit switch attachment for security. Inspect static discharge wicks for security and general condition.	0.01		B
5.3	Examine pylon, for cracks, corrosion, dents, and missing rivets. Check VHF-FM No. 1 antenna, troop commander's antenna, (EH-60A) ALQ-162, and radar detector antennas for cracks, dents, burn marks (evidence of lightning strikes), and missing fasteners.	0.01		B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
5.4	Inspect tail rotor blades for damage, leading edge erosion, and cleanness. Check boots for security and damage. Visually inspect trailing edge skin tab bond from midspan of the blade inboard to control horn for separation. Inspect trailing edge skin bond from midspan of the tail rotor blade to the control horn for separation. Inspect retention plates for cracks and security. Visually inspect 12 bolts securing retention plates for looseness. Check pitch change links and pitch change beam for damage and security. Inspect anticollision light and position light for security and cracked, broken, or dirty lenses.	0.02	A	
5.5	Inspect tail gear box and servo for security and oil leakage from seals. Check gear box mounting pads for cracks, dents, nicks, corrosion, and security. Check gear box sight gage for clarity and oil level for proper level while lightly shaking pylon. Check servo and chip detector electrical connectors for security. Inspect hydraulic lines and connectors for leakage. Visually inspect all gearbox mounting feet (top and sides) for evidence of cracks, dents, nicks, corrosion, and for security.	0.01	A	
5.6	Check tail rotor anti-ice slipring environmental shield, wire harness, and connectors for chafing or damaged insulation and security. Check drain holes in rotor and stator for blockage. Check brushes for wear.	0.01	A	
5.7	Inspect spring cylinders, control rod, and quadrant for damage and security. Inspect pulleys for damage; check that cable guards are installed. Check cables for wear, fraying, corrosion, and loose or missing areas in plastic coating.	0.01	A	

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
5.8	Check pylon drive shaft upper flange and flexible coupling for damage and security.	0.01	A	
	MAIN ROTOR PYLON			
6.1	Inspect main rotor pylon sliding cover and tracks for cracks and distortion. Check screen for obstructions. Inspect wire strike guides and cutters for security, damage, and corrosion. Inspect pin receivers, support structure, skin, stringers, and intercostals at station 247 and station 267 for cracks.	0.02	A	B

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.2	Inspect pitot-static tube openings for any obstructions, such as dirt or insects. NOTE Discoloration is normal, due to pitot heater.	0.01	A	B
6.3	Examine all flight control rods, bellcranks, mixing unit components, and supports for cracks, wear, distortion, and security of attachment. Inspect heater ducting for cracks and damage. Check ventilation blower and heater mixing unit for damage. Check air lines to mixing unit for security and cracks. Check inlet screen for blockage.	0.02	A	B
6.4	Inspect three primary servos, yaw and collective boost servos, pitch trim assembly, and roll assembly for damage, security of mounting, and evidence of leakage. Inspect both ends of collective and yaw boost servos for leakage and or cracks at cylinder ends, and cracks on power piston shafts. Inspect yaw boost SAS actuator, pitch trim SAS actuator, and roll assembly SAS actuator for damage, security, and evidence of leakage. NOTE Special attention should be given to the thread undercut area of all servo piston rods on the shaft immediately adjacent to output clevis.	0.02	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.5	Inspect three hydraulic pump modules for evidence of leakage, and pump module reservoir for proper servicing. Check that filter buttons are not extended. Check temperature sensitive dots to see if they have not turned completely black in color. Inspect No. 1 and No. 2 transfer modules for evidence of leakage. Check pressure reducer valve indicator button on pilot-assist module for extension. Examine main generator for secure mounting and electrical connections, damage, and evidence of oil leakage.	0.02	A	B
6.6	Inspect accessory module for oil seepage, paying particular attention to area around main generator.	0.01	A	B
6.7	Inspect input and accessory module housings for paint discoloration from aluminized gray to brown.	0.01	A	B
6.8	Inspect accessory module chip detector electrical connectors, Nr speed sensor electrical connector, and low oil pressure sensor electrical connector for security.	0.01	A	B
6.9	Inspect main rotor hub for cracks and obvious damage. Inspect spindle for damage and security. Visually check shrink tubing for evidence of looseness or movement. Check inner race slippage mark for movement.	0.10	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	Check droop stop lugs for cracks. Check droop stop ring nut for looseness and corrosion. Check droop stop support and sleeve bearing (inner race) for cracks. Check spindle blade attachment lugs, horn, damper attachment lugs, and elastomeric bearing end plates for cracks. Visually inspect for interference or contact between the anti-flap cam and the anti-flap stop plate. Inspect inner and outer surfaces of elastomeric bearings for wear, laminate separations, and cracks in shims. Inner and outer surface of spherical (blade retention) bearing and outer surface of thrust bearing must be inspected using a flashlight and mirror. Outer bearing surfaces are checked through holes in hub arms.			
6.10	Inspect bifilar for cracks, visible damage, wear, and security. Visually inspect tapered bifilar washers for wear and damage. Check pins, bushings, and washers for cleanness.	0.01	A	B
6.11	Check main rotor blade expandable pins for security; each pin handle firmly in place over lower nut. From engine work platform, check upper main rotor blade surfaces for evidence of loose abrasion strips on leading edge, torn or damaged skin, and any other visible damage. Test main rotor blade pressure indicators.	0.02	A	B
6.12	Visually inspect top and bottom surface of tip cap for cracks. Pay particular attention to bend radius at attaching point and to area 2 inches outboard of screwholes.	0.02	A	B

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.13	Inspect damper for damage and security. Check damper bearings for wear, corrosion, and Teflon disbond. Check for evidence of hydraulic fluid leakage. Check damper indicator for proper fluid level. Check for evidence of chafing contact between droop stop heater cable and damper assembly.	0.02	A	B
6.14	Inspect pitch control rods for damage and security. Check bearings for too much wear and corrosion. Check rod ends for metal-to-metal contact. If wear seems too much, do feeler gage inspection.	0.01	A	B
6.15	Inspect swashplate and scissors assemblies for cracks, dents, distortion, corrosion, and security. Inspect inside and outside diameter of swashplate uniball for cleanness.	0.02	A	B
6.16	Check droop stop and droop stop retaining pin bushings for damage and security. Check antiflap assembly for damage, security and freedom of operation. Visually inspect droop stop support for cracks at upper and lower puller grooves.	0.02		
6.17	Visually inspect for interference or contact between the anti-flap cam and the anti-flap stop plate. With a horn attachment bolt in the 6 o'clock position, visually inspect for contact with the droop stop cam. Visually inspect the inner and outer surfaces of elastomeric spherical bearings. Inspect the outer surfaces of the spherical bearings. Pay particular attention to the 6 'oclock position and the laminates that are furthest inboard.	0.11	A	

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.18	Inspect oil cooler access doors for loose or missing fasteners, particularly at the door hinges. Inspect main transmission mounting legs for cracks, dents, nicks, corrosion, and security. Check engine input seal area for oil leaks. Check main transmission oil dipstick for proper oil level.	0.10	A	B
6.19	Inspect oil cooler assembly for spline wear alignment.Check alignment of the wear indicator mark on the oil cooler fan blade.	0.10	A	B
6.20	Inspect outer fuselage skin and external brackets of driveshaft viscous damper supports for cracks.	0.05	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.21	Inspect fuel selector valves for security and leakage. Inspect gust lock for damage, wear, and security. Inspect tail rotor take off spline coupling for presence of red oxide dust. Inspect radiator for dirt and debris. Inspect oil cooler inlet and outlet lines for leakage and chafing, blower and duct for obstructions, support structure for cracks (pay particular attention to bulkhead attachment flanged brazed area), and drive shaft and flexible coupling for damage and security. Inspect drive shaft bearing supports for cracks and security. Inspect viscous damped bearings for leaks and air bubbles in damper tubes. Check front and rear oil cooler drive shaft spline couplings for presence of red oxide dust. Check tail rotor drive shaft splines for wear. Check for temperature discoloration in area of bearing. Inspect IFF antenna for evidence of lightning strike and missing attachment screws. Inspect counter measures set transmitter installation shock mounts and bonding straps, mounts, and fairing for cracks and missing attachment screws. Check hinges and latches on access doors for condition and security. NOTE • Movement of viscous damped bearing tube assembly (encasing bearings) is not cause for replacement. Leakage of fluid from tube is cause for replacement. • Grease purged from viscous damped bearing assembly, with no accompanying discoloration or indications of distress to bearing, is not cause for replacement.	0.04		B

FOD REMINDER
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Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.22	If dowel pin retention devices are not installed, inspect dowel pins for signs of axial or rotational play on main gearboxes with slippage strip, or inspect sealing compound covering dowel pins for signs of axial or rotational movement play.	0.03	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.23	Inspect APU access doors for loose and missing fasteners, particularly at the door hinges and the center beam. Inspect APU ac generator for security of mounting, electrical connections for security, and dirt or excessive oil accumulation. Check generator air inlet and exhaust area for foreign object accumulation. Also, inspect generator casing for cracks.	0.01	A	
6.23.1	EH Inspect AN/ALQ-144 IRCM transmitter for security, scratches, cracks, and cleanness. Check power cables for chafing against APU access door.			
6.24	Check APU exhaust for security and damage. Inspect accessory drive and reduction drive mating surfaces for oil leaks. Check fuel lines and fuel control enclosure for fuel leaks. Check lines for cracks and kinks. Inspect wiring harness for fraying and chafing and connectors for damage, corrosion, and security.	0.01	A	
6.25	Inspect combustor housing for obvious cracks, tears, bulges, dents, and for deep dark blue discoloration, indicating too much heat. Check APU air inlet screen for debris. Check sight gage for proper oil level.	0.01	A	
6.26	Inspect engine/APU fire extinguisher containers for proper pressure reading on gages versus temperature. Check lines for cracks and security. Check wiring at P300 electrical connector for damage. Check APU access door hinges and latches for condition and security.	0.01	A	

FOD REMINDER
Check work area for tools and parts
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Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.27	Inspect APU directional valve for freedom of movement. Position cockpit switches as follows: -Fire Extinguisher: OFF -Battery: ON -Pull APU T-handle, valve should rotate.	0.01	A	
6.28	Inspect T700-GE-700 turbine engines as follows: -Inspect oil level. -Inspect oil tank cap for proper installation (cap release is down and locked). -Inspect electrical cables for chafing, and for broken, or missing brackets or clamps.	0.10	A	B
	-Inspect connectors for security. -Inspect fuel, oil, and air tubes and hoses for security, evidence of chafing or leakage. Broken or missing clamps. -Inspect power available and load demand rotary inputs for security. Check that anti-ice bleed and start valve clips are in place. -Inspect V-band clamps on HMU, particle separator blower, and bleed-air tubing for security. -Inspect exterior of engine for oil, fuel, and evidence of air leaks, missing or broken bolts and nuts.			

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.30	Inspect engine cowlings (work platforms), air inlet fairings, engine air inlets, engine exhaust modules for cracks and missing fasteners. Check engine air inlets and exhaust ejectors for foreign objects and foreign object damage. Inspect upper and rear main rotor pylon fairings for cracks and missing fasteners. Check engine cowling latches for positive latching and secure closure.	0.01	A	B

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B

FOD REMINDER
Check work area for tools and parts
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Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
6.31	If installed, inspect IR suppressor module assembly, fairings, and shroud for cracks, erosion, and security of attachment screws. Check standoffs for loose or missing nuts. Visually inspect core for foreign objects and foreign object damage. Inspect air intake latch and hinge for proper operation and adjustment.	0.02	A	B
6.32	If installed, inspect hover IR suppressor module assembly fairings, heat shield, exhaust extender, and inlet shrouds for cracks, dents and security of attachment hardware. Inspect air inlet door latch and hinge for proper operation and adjustment. Visually inspect core for warpage and condition of emissive coating. Inspect deswirl duct for security and damage.	0.09	A	B
	CAUTION To prevent damage, do not pull down main rotor blade tips more than 6 inches.			
6.33	From the ground, inspect underside of main rotor blades for evidence of loose abrasion strips on leading edge, torn or damaged skin, and any other visible damage. Check tip caps for damage, loose or missing fasteners, and loose or missing caulking. Check tip cap drain hole on lower surface for blockage. **NOTE** Make sure all access panels, doors, cowlings, and covers are closed and secured.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 35K A	MOS 35K B
	POWER ON NOTE This inspection applies only to helicopters equipped with stabilator system test panel.			
7.1	Open nose door. Apply electrical power to helicopter. Perform actuators position comparator check steps 296. through 304. Turn off and disconnect electrical power. Close nose door.	1.0	A	B

Seq. No.	Item and Procedure	MH	MOS 35K A	MOS 35K B

FOD REMINDER
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By Order of the Secretaries of the Army and the Air Force:

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